SALEM, FALLS CITY & WESTERN RAILWAY COMPANY

19

TIME TABLE

To Take Effect Sunday, October 4th, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

D. W. CAMPBELL,
President.

F. L. BURCKHALTER,
Superintendent.

SALEM, FALLS CITY & WESTERN RAILWAY COMPANY

Eastward **Westward**

Capacity of Sidings in cars and location of scales, water, fuel, telephone and turning stations.		SECOND CLASS	FIRST CLASS					DISTANCE FROM WYE		Time Table No. 19 October 4, 1914	DISTANCE FROM SALEM	FIRST CLASS					SECOND CLASS
		240	170	168	166	164	162					161	163	165	167	169	239
		Way Freight	Motor	Motor	Motor	Motor	Motor					Motor	Motor	Motor	Motor	Motor	Way Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
25								0.0		**WYE**	28.3						
										0.3							
25	W	10.05AM			1.05PM			0.3	DR	**BLACK ROCK**	28.0		s 12.01PM				9.35AM
										0.8							
5								1.1		CAMP 2	27.2						
										3.0							
25	Y	10.50	5.40PM		s 1.25	9.30AM		4.1	DR	**FALLS CITY**	24.2	s 8.50AM	s 11.41		s 5.35PM		9.10
										2.5							
25		11.00	5.48		1.31	9.38		6.6		CEMENT SPUR	21.7	8.40	11.31		5.25		8.05
										0.3							
2		11.05	f 5.49		f 1.32	f 9.39		6.9		BRIDGEPORT (Spur)	21.4	f 8.39	f 11.30		f 5.24		8.00
										1.1							
8		11.10	f 5.52		f 1.35	f 9.42		8.0		FERNS (Spur)	20.3	f 8.35	f 11.27		f 5.21		7.55
										0.4							
14	P	**11.26**	f 5.53		f 1.36	f 9.43		8.4		GILLIAMS	19.9	f 8.34	f **11.26**		f 5.20		7.50
										0.9							
7		11.30	f 5.55		f 1.38	f 9.45		9.3		TEATS (Spur)	19.0	f 8.32	f 11.24		f 5.18		7.45
										0.8							
			f		f	f		10.1		GUTHRIE (No Siding)	18.2	f	f		f		
										3.1							
26	WFY	12.01PM	s 6.10 6.40	4.25PM	s 2.00	s 10.10	**7.30AM**	13.2	DR	**DALLAS** (S.P.Crossing)	15.1	s 8.15	s 11.07	s 2.45PM	s 5.00	s 7.25PM	**7.30**
										2.8							
		12.15	f 6.46	f 4.35	f 2.07	f 10.17	f 7.35	16.0		BOWERSVILLE (No Siding)	12.3	f 7.54	f 10.43	f 2.33	f 4.49	f 7.10	6.47
										1.4							
3		12.20	f 6.49	f 4.40	f 2.10	f 10.20	f 7.37	17.4		RICKREALL (Spur)	10.9	f 7.51	f 10.40	f 2.29	f 4.46	f 7.05	6.43
										0.8							
	P	12.25	s **7.00**	s **4.45**	s **2.27**	s **10.38**	s **7.49**	18.2	R	**GERLINGER** (S.P.Crossing)	10.1	s **7.49**	s **10.38**	s **2.27**	s **4.45** 4.08	s **7.00**	6.41
										0.4							
30	P	12.27	f 7.02	f 4.47	f 2.30	f 10.42	f 7.54	18.6		DERRY ORCHARD	9.7	f 7.33	f 10.21	f 2.15	f 4.05	f 6.49	6.39
										1.4							
2		12.31	f 7.06	f 4.51	f 2.35	f 10.46	f 7.59	20.0		GREENWOOD (Spur)	8.3	f 7.30	f 10.17	f 2.11	f 4.00	f 6.46	6.35
										1.5							
2		12.35	f 7.11	f 4.56	f 2.40	f 10.50	f 8.04	21.5		McNARY (Spur)	6.8	f 7.27	f 10.14	f 2.08	f 3.56	f 6.43	6.31
										1.0							
3		12.39	7.14	4.59	2.42	10.53	8.07	22.5		HOSFORD (Spur)	5.8	7.25	10.12	2.06	3.54	6.41	6.28
										0.2							
2		12.40	f 7.15	f 5.00	f 2.43	f 10.54	f 8.08	22.7		BROPHY (Spur)	5.6	f 7.24	f 10.11	f 2.05	f 3.53	f 6.40	6.27
										0.5							
	W	12.42	f 7.17	f 5.02	f 2.45	f 10.56	f 8.10	23.2		EOLA (No Siding)	5.1	f 7.23	f 10.10	f 2.04	f 3.51	f 6.39	6.25
										1.3							
40	P	12.47	f 7.22	f 5.07	f 2.50	f 11.01	f 8.16	24.5		LOG DUMP	3.8	f 7.20	f 10.06	f 2.01	f 3.47	f 6.36	6.22
										1.7							
		12.53	f 7.28	f 5.13	f 2.57	f 11.07	f 8.22	26.2		KINGWOOD PARK (No Sid'g)	2.1	f 7.17	f 10.02	f 1.57	f 3.42	f 6.32	6.17
										0.3							
		1.00	f 7.29	f 5.14	f 2.58	f 11.08	f 8.23	26.5		WEST SALEM (No Siding)	1.8	f 7.15	f 10.00	f 1.55	f 3.40	f 6.30	6.15
										0.4							
10								26.9		PINCKNEY	1.4						
										0.6							
			s 7.35	s 5.20	s 3.05	s 11.15	s 8.30	27.5		COMMERCIAL STREET	0.8	s 7.10	s 9.55	s 1.50	s 3.35	s 6.25	
										0.8							
117	WYO	**1.35PM**	s 7.45PM	s 5.30PM	s 3.15PM	s 11.25AM	s 8.40AM	28.3	DNR	**SALEM**	0.0	7.00AM	9.45AM	**1.40PM**	3.25PM	6.15PM	6.00AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			28.3		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		3.30	2.05	1.05	2.10	1.55	1.00			Time Over District		1.50	2.16	1.05	1.32	1.10	3.35
		7.99	11.82	13.93	12.91	12.60	13.20			Average Speed per Hour		13.20	12.34	13.93	15.96	13.08	7.81

Westward trains are superior to trains of the same class in the opposite direction (see rule 72). Exceptions: Eastward first class trains are superior to Westward first class trains between Black Rock and Gerlinger. Additional flag stops: Lees Farm, M. P. 18; Knowles Crossing, M. P. 9.5.

SPECIAL RULES

☞ **"SAFETY FIRST"**

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS

Salem. Dallas.

WATCH INSPECTORS

WEBB C. BALL, General Time Inspector	San Francisco
C. H. MORRIS, Local Watch Inspector	Dallas
C. T. POMEROY, Local Watch Inspector	Salem

BULLETIN STATIONS

Salem. Dallas.

CLEARANCE CARDS

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and Superintendent's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, form 2643, before leaving Dallas.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

AIR BRAKE TESTS AND INSPECTION

Air brakes must be tested whenever the train line is broken as per air brake Rule 14. This test should also be made on all trains at Falls City and eastward trains at Black Rock.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Retainers must be turned up on eastward trains between Black Rock and Falls City.

LOCATION OF INTERLOCKING PLANTS

Willamette River Bridge between Salem and Pinckney.

SPEED RESTRICTIONS

Maximum speed of any train at any point must not exceed 40 miles per hour, and no train shall exceed a speed of 20 miles per hour around curves of 7 degrees or over.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Engines running backwards between Black Rock and Falls City must not exceed 10 miles per hour; Falls City and Dallas, 15 miles per hour; Dallas and Salem, 20 miles per hour.

Speed of 10 miles per hour must not be exceeded over Willamette River bridge or within city limits of Salem. Reduce speed to 15 miles per hour over switches at Log Dump and Gravel Pit. Approach road crossing just west of McNary under control. Reduce speed to six miles per hour through city limits of Dallas.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger and Light Engines	Freight
Salem-Dallas	40	25
Dallas-Falls City	35	20
Falls City-Wye	20	15

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

Mile Post	East of	Description
09	Pinckney	Willamette River Bridge.

MAIN TRACK LINE UP AT JUNCTIONS

The junction switch at 12th and Union Streets, Salem, when not in use, will be left set and locked for Southern Pacific main track.

The junction switch (second connection east of crossing) at Dallas when not in use will be left set and locked for S. F. C. & W.

YARDS

All trains must be under control within yard limits as listed below. See Rule 93:

SALEM (Salem yard limits extend to yard sign west of West Salem).
GERLINGER.
DALLAS.
FALLS CITY.
BLACK ROCK.

MISCELLANEOUS

DERAILER in main track 500 feet east of siding at Black Rock, and 300 feet east of Camp 2.

Trains arrive and depart from Southern Pacific Depot at Salem and Dallas.

All trains and engines must stop before crossing street car tracks on Front, Commercial, High and Summer Streets, Salem.

The track between Union Street and passenger station, Salem, is used jointly by S. P. and S. F. C. & W. trains. All trains will move under control expecting to find this track occupied.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

Name	Title	Location	District
DR. F. K. AINSWORTH.	Chief Surgeon and Manager.	San Francisco.	All Lines
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon
DR. W. H. BYRD	District Surgeon	Salem	
DR. A. B. STARBUCK	District Surgeon	Dallas	
DR. F. M. HELLWARTH.	District Surgeon	Falls City	

C. W. MARTYN	Assistant Superintendent	Portland, Ore.
F. M. SIEFER	Assistant Superintendent	Portland, Ore.
G. C. MORRIS	Assistant Superintendent	Portland, Ore.
GEORGE WILD	Assistant Superintendent	Brooklyn, Ore.
F. HANSSEN	Assistant Superintendent	Portland, Ore.
S. T. JONES	Dispatcher	Dallas, Ore.